

Montana and the Sky

Vol. 32, No. 11

MONTANA AERONAUTICS DIVISION

November, 1981

D. Frank Kampfe



Aviation lost another friend and pilot in D. Frank Kampfe, who died September 25, 1981, when his aircraft crashed near Big Timber.

Frank was born August 20, 1941, in Roundup, Montana, the son of Don and Madge Kampfe. He attended schools in Red Lodge, Eastern Montana College, and the University of Montana, where he received a Bachelor of Arts degree in 1967. Frank also attended law school at the University of Montana, where he received his Juris Doctor degree in

1970. He was admitted to practice law in the State of Montana in 1970 and began his practice in Billings with Charles F. "Timer" Moses. However, he later realized a professional dream to return to his hometown and moved his law practice to Red Lodge.

Frank was a member of the State Bar of Montana, the American Bar Association, the Montana Trial Lawyers Association, and the Association of Trial Lawyers of America. A member of Calvary Episcopal Church of Red Lodge, Frank's deeply-felt religious belief manifested itself in his service as an active layreader and as Senior Warden for his church, and a participant in the Cursillo and Young Life movements.

The Carbon County Bar Association expressed its respect to the memory and honor of Frank by having a written memorial written into the minutes of the Carbon County Thirteenth Judicial District Court. An order to that effect was signed by Judge Charles Luedke on October 19, 1981, and a copy of the Memorial and Order forwarded by the Clerk to Frank's family.

Frank is survived by his wife, Helen; two sons, Derek and Aaron; one daughter, Jael; and his parents.

Heartfelt sympathy goes out to Frank's family.

Board Recommends Approval of Loans and Grants

At its September board meeting, the Montana Aeronautics Board recommended approval of the following loans and grants:

\$1,000—Preliminary engineering grant to Garfield County to assist in preparation of plans and specifications for Jordan Airport improvements.

\$27,000—Loan to Gallatin Airport Authority to assist in purchase of noise sensitive land adjacent to the airport.

\$5,000—Loan to City of Stevensville for low intensity lighting system at Stevensville Airport.

Sandmeyer Appointed Board Secretary

Aeronautics Board Chairman Herb Sammons has appointed Maurice Sandmeyer, Sidney, as Board Secretary, to fill the vacancy created by the untimely death of A. J. "Pat" Patenaude.

Sandmeyer, employed with the Federal Land Bank in Sidney, also serves as Chairman of the Sidney Airport Board. He represents the League of Cities and Towns on the Aeronautics Board.

Administrator's Column

I attended the Montana Flying Farmers Annual Convention held in Lewistown on October 9, 10 and 11, 1981. There was a good turnout. The Canadian representation was especially good.

A highlight of Saturday's program was a workshop on the Personal Profile System presented by Rosemary Miller of Missoula.

I would like to congratulate the new officers, directors and queen. See more in the Flying Farmers article on page ?? of this newsletter.

I would especially like to congratulate outgoing President Jim Lewis and Queen Marilyn Lewis for a very meaningful and successful convention.

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I participated in the Valley MPA Hangar annual air tour on October 11. The tour stops included Valley Industrial Park, Kummerfeldt Airstrip, Shellerud Airstrip, West Poplar border airstrip, and the Court Airstrip.

Of particular interest is the location of the West Poplar airstrip. It is actually on the Canadian side of the border, not on the international boundary line, as are most of the border crossing airstrips. The Valley MPA Hangar has a great deal of interest in getting something done about relocating the airstrip. The Aeronautics Division is looking into the matter and will be working with the Valley MPA Hangar on this.

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The Helena Vigilante Hangar of the Montana Pilots Association hosted the annual MPA Fall Fly-In on October 17. The fly-in was in conjunction with the hangar's Aviation Events Day and was strongly supported by the Helena Airport, FAA, National Guard, FBOs and the Aeronautics Division. It was a nice day, and the public turnout was very good. Aviation events included skydiving, radio-controlled aircraft flying, helicopter and ultralight flight demonstrations, spot landing contests, and flour bombing contests.

There were static displays of military, ultralight, remote-controlled models, antique, homebuilt, and new aircraft. Eighteen-year-old Gary Blain of Billings put on three aerobatic performances in his Steen Skybolt, and Dennis Giulio of Boulder also put on an aerobatic performance in his Cessna Aerobat.

That evening there was a steak barbeque, and contest winners were presented with awards. A hangar dance followed. The dance music was provided by my brother, Gary, from Bozeman. The barbeque and dance were well attended, and everyone had a fun packed evening.

I would like to congratulate the Helena Vigilante MPA Hangar on a very successful fall fly-in.

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Calendar

March 13-15, 1982—Montana
Aeronautics Flight Instructor
Refresher Course by AOPA, Billings.



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Creative Press

Flying Farmers Annual Convention

More than 100 persons attended the annual convention of the Montana Flying Farmers Association in Lewistown, October 9 and 10.

A business program was presented along with numerous tours of the area.

A slate of new officers, directors, and dignitaries were voted in for the 1981-82 year. They are as follows:

Guy Willson, Moore, President; Floyd Johnson, Wolf Point, Vice President; Marilyn Lewis, Helena, Secretary-Treasurer; Dorothy Langhus, Big Timber, Newsletter Editor; Grace Sanford, Lloyd, Queen; Ken Bogar, Opheim, Director; Al Flikkema, Bozeman, Director; Jerry Fachner, Wolf Point, Director; Ed Musselman, Lewistown, Director; Dick Strouf, Moccasin, Director; Russell Unruh, Chinook, Director; Jerry Fachner, Wolf Point, Man of the Year; and Lela Derr, Wolf Point, Woman of the Year.

Fred Lark of Lewistown presented a current status review of the site selection of the new Automated Flight Service Station, which is to be located somewhere in Montana within the next six years. The Flying Farmers supported Lewistown as the site location.

The convention concluded with a dinner and introductions of the new officers and queen.

Congratulations to the Flying Farmers for another successful convention!



1982 Montana Flying Farmers Queen Grace Sanford with husband Tim and daughters, Virginia and Susan.



Marilyn Lewis, Helena, 1981 MFFA Queen.



Dorothy Langhus, Big Timber, enjoys festivities.



Fred Lark, Lewistown, reports on status of automated flight service station for Montana.



Roxie Lewis, Helena, entertains with a song.



Flying Farmers business session.

MPA Fall Fly-In and



Ron Litton, Billings, interviews Maynard Lee, Helena, after his jump.



Gordon Flint, Helena, 1st place, spot landing-aircraft.



Kathy Doughty, Helena, completes one of her more than 450 dives.



Gerhart Blain, Billings, left, and Evan Slack, Denver, discuss day's events.



Skydivers, left to right, Roger Freeman, Karen Schraufnagel, Pat Schraufnagel, Maynard Lee, Terry Scott, and Kathy Doughty.



Cary Duncan, Helena, and his ultralight.



Picking up flour bombs.



Art Mulkey, Billings, shows his Steen Skybolt radio-controlled aircraft.

The goals of the Helena Vigilante Hangar are "Flying for fun and increased proficiency." With these goals in mind, it was decided to hold pilot contests for the Hangar members, along with an aviation events day, to involve the Helena community. As these plans were forming, the Helena Vigilante Hangar decided to host the MPA Fall Fly-In and Aviation Events Day in Helena, October 17.

There were static displays of classics, ultralights, aerobatic aircraft, a homebuilt helicopter, National Guard aircraft, and business aircraft displayed by Lynch Flying Service, Billings, and Rocky Mountain Air, Great Falls. The Aircraft Division of the Helena Vo-Tech gave tours of the World War II Super Constellation aircraft.

Audiences were treated to the aerobatic skills of Gary Blain, Billings, and Dennis Guilio, Boulder. Other demonstrations included ultralight and radio-controlled aircraft. 81-year-old Gordon Sands, Havre, flew skydivers, which included 77-year-old Maynard Lee, Helena, who has approximately 60 jumps to his credit.

Competition was held for flour bombing and spot landing. There were 19 aircraft entered in the flour bombing event and 11 entered in the spot landing. The winners for these events were:

Flour Bombing

Aircraft

1. Max Botz (pilot) and his son, Mike Botz (bomber).
2. Patricia Johnson (pilot) and John Beich (bomber).
3. Alan Chamberlain (ultralight).

Skydivers

1. Roger Freeman.
2. Cary Duncan.
3. Terry Scott.

Aviation Events Day

Spot Landing

Aircraft

1. Gordon Flint.
2. Clayton Wilhelm.
3. Paul Buckus.

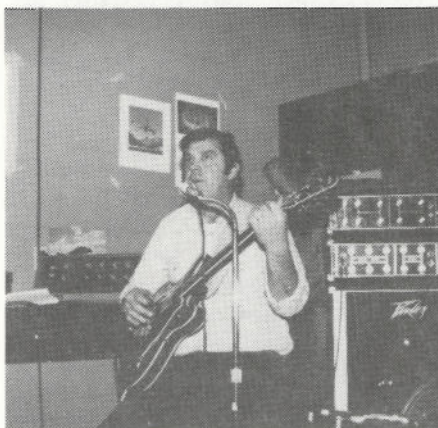
Skydivers

1. Terry Scott.
2. Roger Freeman.

Nearly 150 people were fed at the steak fry that evening, which was followed by a hangar dance held in the Aeronautics Division hangar. Music was provided by Gary Ferguson, owner of the C M Lounge in Bozeman.

Following the aviation events, the Montana Pilots Association held its state board meeting at the Aeronautics office. The Montana Antique Aircraft Association also met on Sunday, October 18.

The success of the fly-in and aviation events day was due, in large part, to the assistance of many people, including Hugh Kelleher, Helena Airport Manager; Will Mavis, Helena Tower Chief; the GADO office; Morrison Flying Service; Capital Aero; Jeff Morrison, who provided a portable radio; the Montana Antique Aircraft Association, and countless persons volunteering their time and effort.



Gary Ferguson, Bozeman, entertains at the hangar dance.



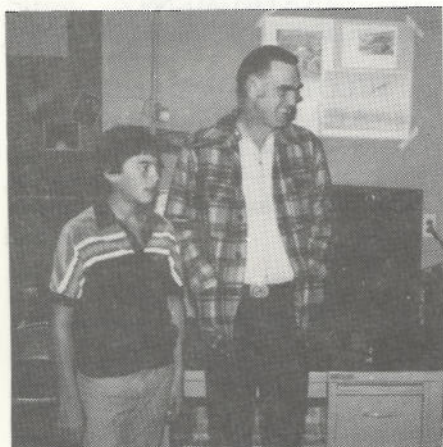
Terry Scott, Helena, receives his 1st place plaque from Mary Thoman for 1st place, spot landing-skydiver.



Gary Blain receives token of appreciation from Kathy Doughty and the Helena Vigilante Hangar for air show participation.



Mary Thoman, Helena, presents Roger Freeman, 1st place, flour bombing-skydiver.

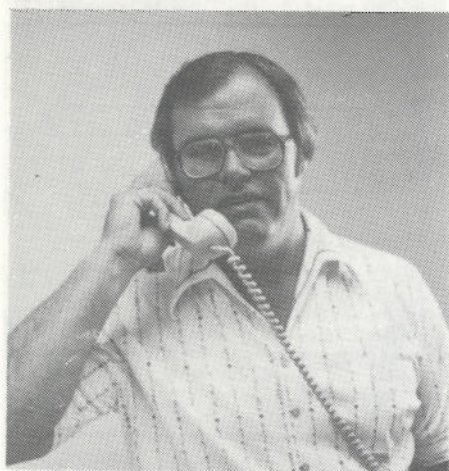


Mike Botz (bomber) and his father, Max Botz (pilot) with 1st place in flour bombing-aircraft.



Pilot briefing.

What's Your Airport Worth?



By David C. Kneedler
Chief, Airport/Airways Bureau

Over the years it has seemed to me that aviation as an industry has afflicted itself with a disease which might be called "terminal incomunicado." All too prevalent is the perception that aviation is merely a toy of the wealthy and the local airport exists only to serve those few rich enough to own their own airplane. Even those among us who recognize our traditional lack of communication as perhaps the single largest problem facing aviation today simply end up "preaching to the choir" while the people on Main Street persist in rejecting aviation as a business and as an important contributor to the economic well being of our society.

What is your airport worth? A difficult question to answer for most airports, but now a formula has been developed by the public relations people at Ft. Lauderdale Executive Airport which seems to be working. It goes like this:

1. Obtain the number of transient general aviation aircraft arriving at your airport each year. A source for this kind of information might be an FAA Tower or Flight Service Station or your FBO's estimate.

2. Multiply that figure by 3.2, the estimated aircraft occupancy rate

for cross country GA travel, to get the total number of general aviation passengers per year.

3. Multiply that by \$25.00, the average expenditure per visitor per day (or consult your local Chamber of Commerce for locally oriented spending figures) to get the amount of money directly generated by the transients.

This gives you a direct community contribution of general aviation. If you want to carry it a step further, you can multiply that total by four—which will give you the Chamber of Commerce estimate that each dollar spent directly turns over a minimum of four times in the local economy.

Use of this formula by each Montana airport would be a positive first step in spreading the word that aviation indeed is a positive force in our economy. We would appreciate hearing from those of you who make this effort so that we might have the resulting dollar figures for future reference.

CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

PRIVATE

Simpson, David W., Hardin
Foss, Mary Jo, Brockton
Cranston, Scott A., Billings
Morris, Stephen D., Sidney
Prouse, Jerry J., Shepherd
Anderson, John P., Havre
Glenn, John R., Billings
Odegaard, Russell D., Kalispell
Anderson, M. Nina, Bigfork
Vandenberg, John P., Missoula
King, Edmond B., Missoula
Freeman, Ralph Jr., Missoula
Voss, Thomas A.,
Newcastle, Wyoming
Engdahl, Tyler L., Boulder
Bouley, Benjamin, Butte
Hauck, Jeffrey G., Butte
Street, Steven C., Kalispell
Maseman, Clark H., Bozeman
McDonald, Gary D., Bozeman
Allen, Eric M., Denton
Barnett, Kay G., Big Sky
Sebastian, Perry D., Plentywood

Pope, Lloyd A., Bozeman
Eudy, Jerry D.,
San Francisco, California
Hume, Robert K., Fort Benton
Eudy, Eileen F.,
San Francisco, California
Lindberg, August A., Cut Bank
Carlson, Howard A., Helena
(Add MEL)
Buchanan, Sheila F., Cascade

INSTRUCTOR

Fisher, Herbert B., Jr., Manhattan
(Renew)
Newby, Paul, Bozeman (Renew)
Jourdan, David D., Bozeman
(Renew)
Stene, John R., Polson (Renew)
Snively, Leslie O., Bozeman
(Renew)
Brod, Philip, Jr., Great Falls
(Add FIMEL)
Dwyer, David J., Great Falls
(Renew)
Rasmussen, John A., Great Falls
(Add FIMEL)

COMMERCIAL

Gerstung, Dennis R., Billings
Ellis, Marion L., Billings
Hitch, Dixon S., Malta (Add MEL)
Pfahler, Timothy G., Big Timber
(Add CRH & IRH)
Biggerstaff, Daniel R., Bozeman
(Add CRH & CAMEL)
Rijks, Derk A., Holland
(Add CASEL & IRA)
Beebe, Larry D., Bozeman
(Add CASEL & IRA)
Florence, Gayle R., Great Falls
(Add CA)

INSTRUMENT

Hogan, Patrick J., Libby (Add IRA)

PILOT PROFICIENCY AWARD PROGRAM

Crouse, James R., Billings
(Phase I)
Fortenbery, Donald K., Lewistown
(Phase II)



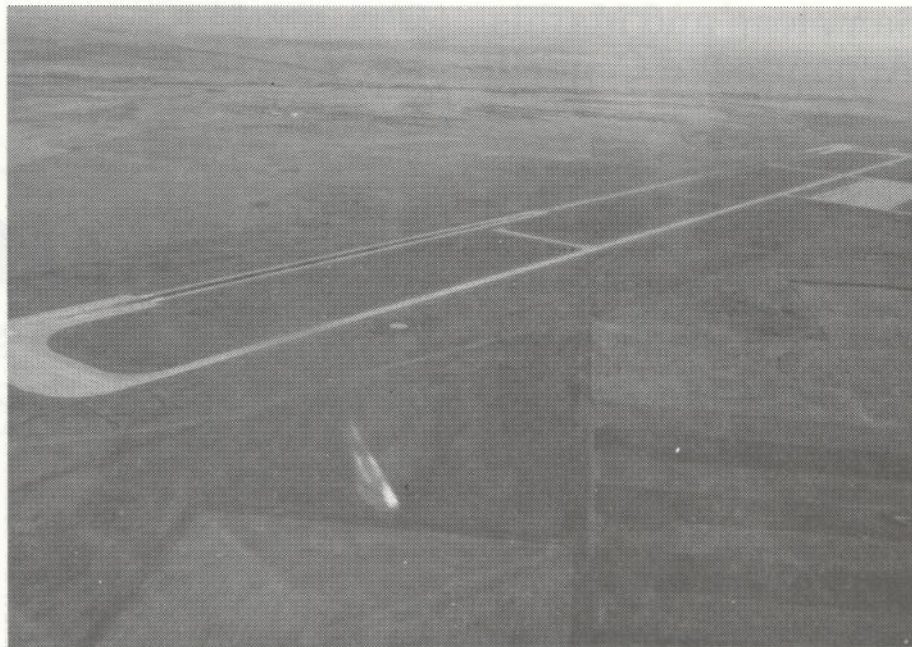
Official Aviation Records

The National Aeronautics Association is making special plans to offer all pilots the opportunity to become part of official aviation history on December 17, 1981, the 78th anniversary of the Wright Brothers' first powered flight. NAA is encouraging pilots to establish official aviation records on that day.

Record attempts are in keeping with the observance of this special anniversary. Pilots setting a record will earn the NAA Certificate of Record for their US National Record, and the Federation Aeronautique Internationale's Diplome de Recorde for their World Record. In addition, their name and plane will be entered into the **WORLD AND USA NATIONAL AVIATION AND SPACE RECORDS** book.

To facilitate record activity on the 17th, NAA's Contest and Record Board will increase staffing to provide expeditious service of the administrative procedures. And in recognition of the 78th anniversary, the fee schedule will be reduced by \$100 for attempts flown that day.

There are a variety of records from which to choose. Procedures are simple, and a Record Attempt Kit is available to help those establishing a record. Send for the Kit and make your plans now. Contact: Secretary, Contest and Record Board, National Aeronautics Association, 821 15th Street, N.W., Washington, D.C. 20005. Phone (202) 347-2808.



Can you name this airstrip?

Pilots and Diets

Takeoff gross weight problems are not the only reasons pilots are dieting nowadays, although in many small aircraft the difference between a 250 lb. pilot and one that weighs 150 can produce a dramatic difference in takeoff performance. Other reasons are more closely aligned with personal appearance and health concerns.

Sometimes dieters feel the need to lose weight quickly and dramatically. They go on starvation, or near-starvation diets. Aside from personal discomfort and gnawing hunger this type of diet may be tolerated by persons in "normal" occupations. But pilots would be ill-advised to adopt a routine that deprives the body of the fluids and nutrients needed to allow normal function of perception and reactions.

Studies conducted by the U.S. Navy revealed that an alarming number of pilots involved in accidents had very low blood sugar levels—as a result of a missed meal or two or as a result of substituting "junk food" for balanced meals throughout the work day.

More recent studies have shown that the dehydration that accompanies low blood sugar levels during a severe diet have just as bad an effect on the pilot of an aircraft. Some of the symptoms associated with restrictive dieting that are not conducive to safe flying are a decreased tolerance to "G" forces, increased susceptibility to fatigue, a listless or I-don't-care attitude, slow reaction time, decreased attentiveness, and increased vulnerability to vertigo and spacial disorientation.

Because of the awesome responsibilities a pilot carries and the added workload his faculties must sustain, his health care has traditionally been looked after by a specialist in medicine, the flight surgeon. Pilots who are overweight or who wish to adopt a restrictive diet of some kind should first consult with a physician acquainted with aviation medicine in order to avoid possible hazards associated with dieting.

—Utah Aviation News

Sammons and Mathis Appointed to Council

Governor Ted Schwinden has appointed a 19-member Transportation Advisory Council to assess Montana's transportation needs and help develop answers to the state's transportation problems.

Among those appointed are Herb Sammons, Cut Bank, who also serves as the Chairman of the Aeronautics Board, and Ted Mathis, Belgrade, Manager of the Gallatin Field Airport.

Others appointed to the council are:

Terry Marshall, President of Big Sky Airlines, Billings; Larry Scofield, Manager of Frontier Airlines, Billings; Rep. Hubert Abrams, Wibaux; Richard Buelke, Billings; Kenneth Clark, Miles City; Bill Farrell, Missoula; Knud Grosen, Big Sandy; Iler Hellebust, Havre; Dave Hilde, Great Falls; Larry Huss, Helena; Howard Lyman, Great Falls; Howard McDowell, Missoula; Dick Panasuk, Great Falls; Mike Rice, Great Falls; Sen. Stan Stephens, Havre; Larry Tobiason, Helena; and Charles Torman, Great Falls.

Schwinden said the group would be charged with evaluating Montana's major transportation problems and with developing a comprehensive plan for dealing with Montana's air, rail and highway needs.

Schwinden expects the advisory council to develop recommendations by October 1, 1982, for him to submit to the 1983 Legislature. Staff support and funding for the council will be provided by the Department of Commerce.

2,500 copies of this public document were published at an estimated cost of \$.18 per copy, for a total cost of \$447.17, which included \$230.00 for printing and \$217.17 for distribution.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE— "To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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